

# BookletChart<sup>TM</sup>

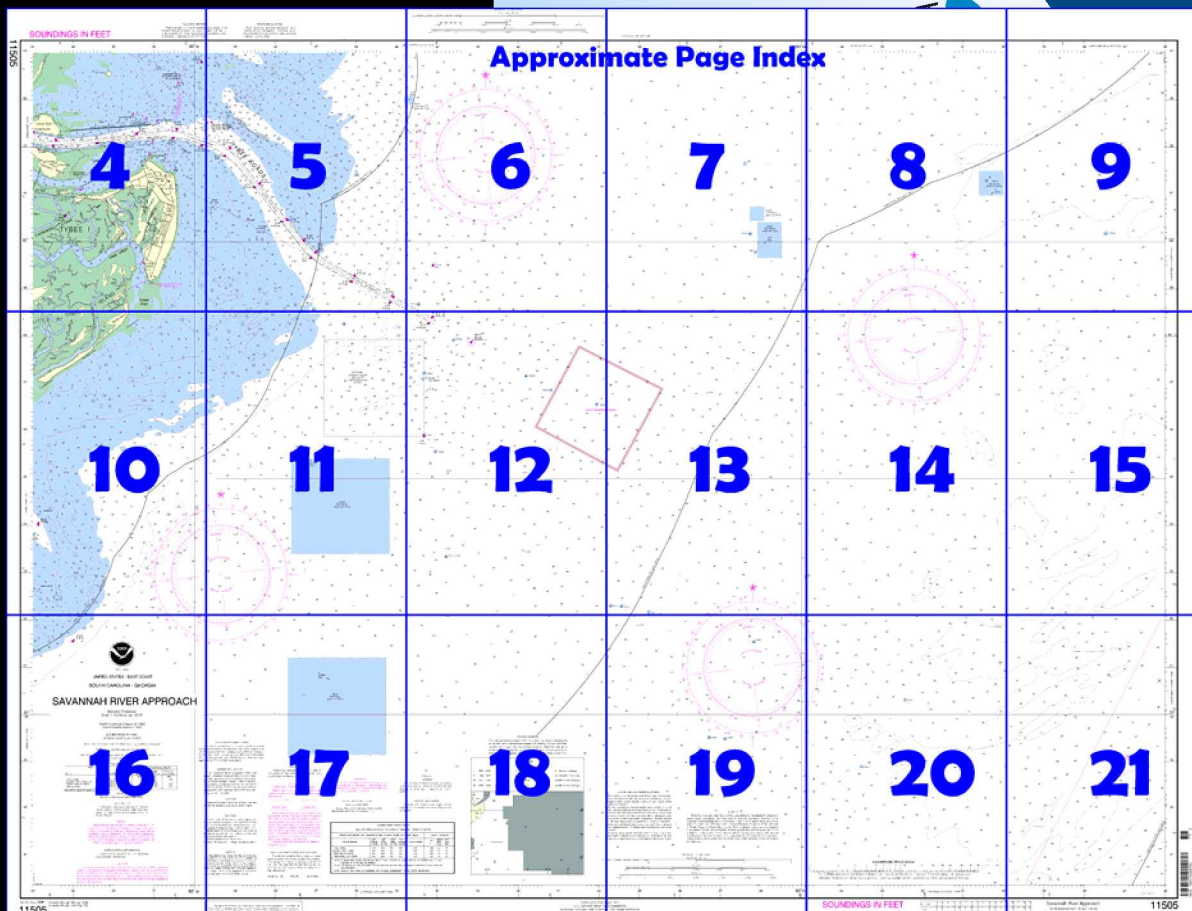
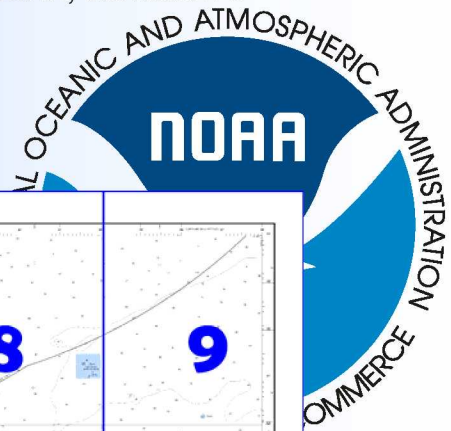
## Savannah River Approach

(NOAA Chart 11505)



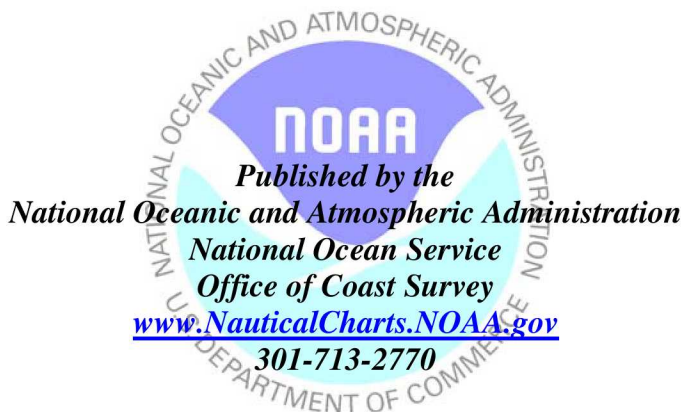
A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

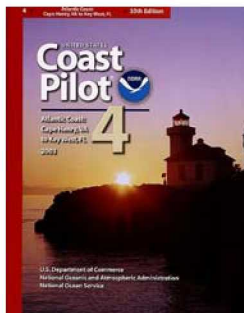
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 4, Chapter 7 excerpts]**

(94) **Savannah River**, the boundary between the States of South Carolina and Georgia, is 65 miles southwestward of Charleston Harbor and 105 miles northward of the entrance to St. Johns River. It is navigable for deep-draft vessels to the upper end of Savannah Harbor, 19 miles above the outer ends of the entrance jetties, and for barges to the city of Augusta, 172 miles above the entrance. Deep-draft vessels approach the entrance from outside Savannah Light.

(95) **Savannah**, on the south bank of Savannah River about 15 miles above the outer end of the jetties, is the second largest city and chief port of the State of Georgia. It is a leading southern port and is the main distributing point for the surrounding country. The city has considerable coastwise and foreign trade, and is connected with coastal cities to the north and south by the Intracoastal Waterway which crosses Savannah

River several miles below the waterfront terminals. The climate is equable, and high-velocity winds are infrequent. The water-borne commerce is of a widely varied nature. Imports include petroleum products, sugar, lumber, cement, gypsum, fertilizer materials, nonferrous ores, textiles, plywood, molten sulfur, chemicals, agricultural machinery, and iron and steel products; exports include petroleum products, kaolin clay, woodpulp, vegetable oil, peanuts, grain, naval stores, paper products, tall oil, oil seeds, scrap iron, and agricultural machinery. Prominent features

(96) **Tybee Light** (32°01'20"N., 80°50'44"W.), 144 feet above water, is shown from an octagonal brick tower, lower one third white and upper two thirds black, on the northeast end of Tybee Island.

(97) The three water tanks on **Hilton Head Island** are prominent in the approach from northward. Also prominent from seaward, are the water tank at Tybee Island, the flashing red lights atop the three WBMQ radio towers on **Oatland Island**, the large chemical plant southwestward of **Mackey Point**, and the three 200-foot-high tanks on **Elba Island**, about 9 miles above the entrance. **Pinckney Island National Wildlife Refuge**, a Marine Managed Area (MMA), is about 0.5 mile W of Hilton Head Island. (See **MMA 7-3**, Appendix C, for additional information.) (100) A 2.1-mile-long sediment trap is in Back River on the north side of Hutchinson Island. A tide gate is at the head of the sediment trap.

(101) Most vessels anchor northward or northwestward of the sea buoy, Tybee Lighted Whistle Buoy T (31°57'52"N., 80°43'09"W.), where depths range from 19 to 45 feet with good holding ground. There is no anchorage in Savannah River except in an emergency. It is recommended that no vessel, regardless of size, anchor within a two-mile radius of Tybee Lighted Buoy T.

(102) The set of the tidal current in and out of the various sounds and inlets should be carefully considered by vessels approaching Savannah by the inshore route. There are several unmarked obstructions in the approaches. The **danger area** of an Air Force air-to-air and air-to-water gunnery and bombing range is about 15 miles seaward of the light. (See **334.490**, chapter 2, for limits and regulations.)

(103) The entrance to the Savannah River is protected by jetties. The north jetty is unmarked and awash at mean high water and marked about 0.2 mile seaward of its east end by a light. The south jetty is submerged at mean high water and marked at the east end by a light.

(105) Daily predictions for both Savannah River entrance and Savannah are given in the Tide Tables. At the bar, high and low waters occur about 30 minutes earlier than at the river entrance. The mean range of tide is 6.8 feet at Tybee Light and 7.9 feet at Savannah.

(106) The velocity of the ebb current from the entrance jetties to Savannah is from 2.2 to 3.1 knots. The flood current has a velocity of from 1.6 to 2.4 knots. The current is considerably influenced by winds and freshets. The predicted times of slack water and the times and velocities of strength of flood and ebb at the entrance to Savannah River are given in the Tidal Current Tables. Predictions for a number of other places in Savannah River may be obtained from data in the tables.

(107) Currents set in the direction of the channel except at the entrance near Tybee Light, where the flood sets northwestward across the channel. Between the jetties the flood sets 260°. Freshets occasionally occur in the spring, but do not endanger shipping at the wharves.

(108) It is reported that currents in the river can reach 7 to 8 knots in the vicinity of Garden City Terminal Berths 1-2 (southwest side of the river just below the U.S. Route 17A bridge) and Colonial Oil Berths 50-51 (southwest side of river about 2.5 miles above the 17A bridge).

(164) Water and electricity are available at the Municipal Dock, the only small-craft facility at Savannah. The dockmaster can be contacted at City Hall. The nearest place where gasoline, diesel fuel, and other services can be obtained is on the Intracoastal Waterway south of Savannah at Thunderbolt, or at Isle of Hope. (See chapter 12 for details.)

Corrected through NM Aug. 12/06  
Corrected through LNM Aug. 1/06

## Heights in feet above Mean High Water.

(based on NAD 1927)

Georgia State Grid, east zone, is indicated by dashed ticks at 16,000 foot intervals.  $- \frac{1}{2} -$

### CAUTION

The entrance to Wassaw Sound is subject to frequent change. Buoys 4, 6 and 8 are not charted as they are frequently shifted in position.

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location)    ○ (Approximate location)

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Savannah, GA      KEC-85      162.40 MHz

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.765" northward and 0.608" eastward to agree with this chart.

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

Consult U.S. Coast Pilot 4 for important supplemental information.

49 HURRICANES AND TROPICAL STORMS 45  
Hurricanes, tropical storms and other major storms may  
cause considerable damage to marine structures, aids to  
navigation and moored vessels, resulting in submerged debris  
in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoy may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Savannah, GA. Refer to charted regulation section numbers.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: — — — —

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to denote the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Tybee Light	(32°02'N/80°51'W)	7.4	7.0	0.2	feet
Savannah River Entrance	(32°02'N/80°54'W)	7.5	7.1	0.2	-4.0
Tybee Creek Entrance	(31°59'N/80°51'W)	7.5	7.0	0.2	-4.0
Bloody Point	(32°05'N/80°53'W)	7.3	7.0	0.2	-4.5

(Feb 2004) Latest information available

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2010

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
TYBEE RANGE	42.5	42.0	44.0	42.5	01-10	600	3.79	44
BUCKY POINT RANGE	41.0	42.5	42.5	41.0	01-10	600	3.41	44
JONES ISLAND RANGE	42.5	42.0	43.0	44.0	01-10	600	1.33	44
TYBEE KNDOLL CUT RANGE	43.0	43.0	43.5	42.5	01-10	500	2.84	42

NOTE: AT MEAN HIGH WATER, DEPTHS ARE ABOUT 7 FEET GREATER AT LOWER END OF THE HARBOR AND 7.7 FEET GREATER AT UPPER END OF HARBOR.

NOTE: FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 75 FEET INSIDE THE CHANNEL LIMITS.

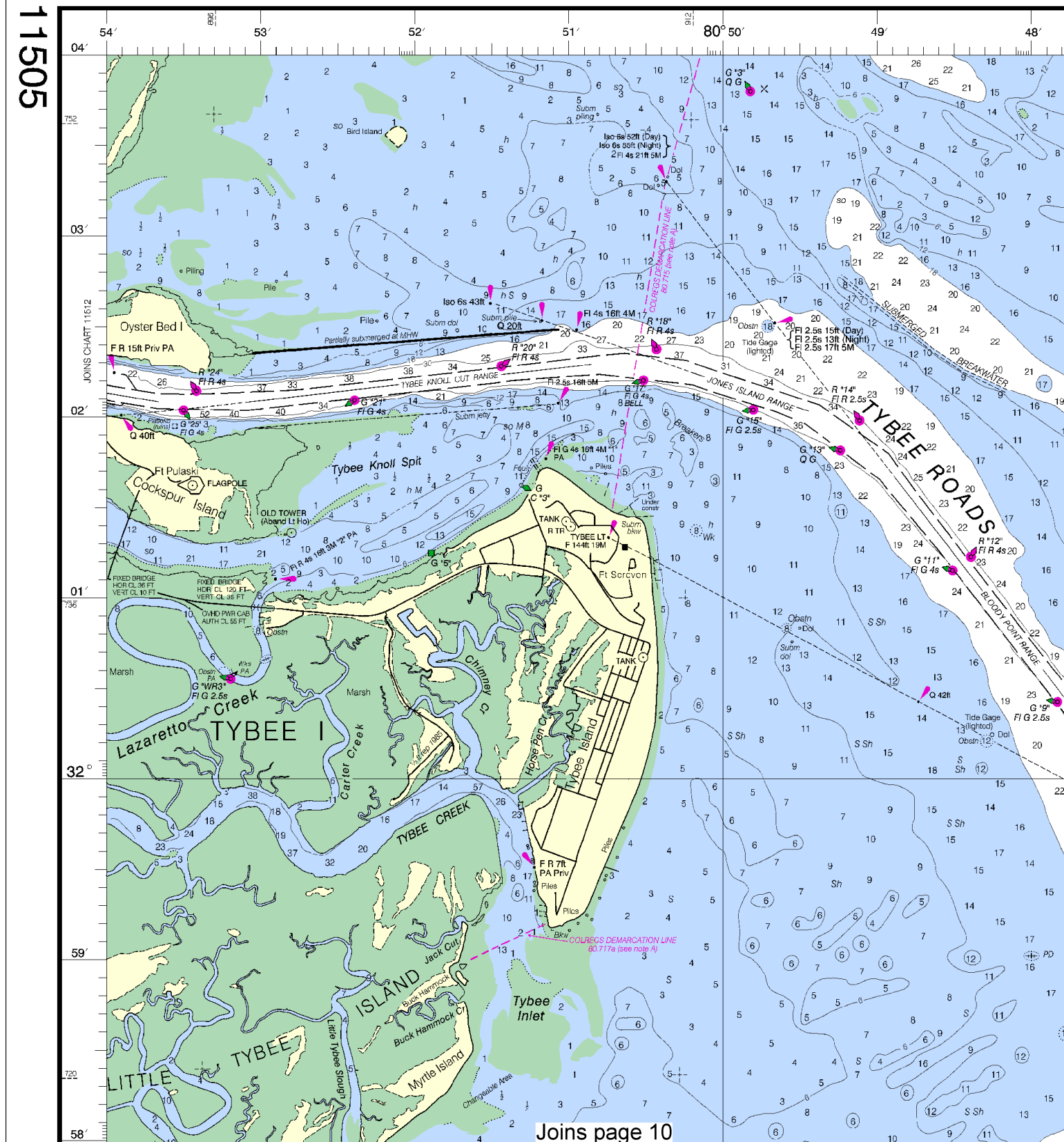
NOTE- CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



11505

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Radar reflectors have been placed floating aids to navigation. Individual reflector identification or these aids omitted from this chart.



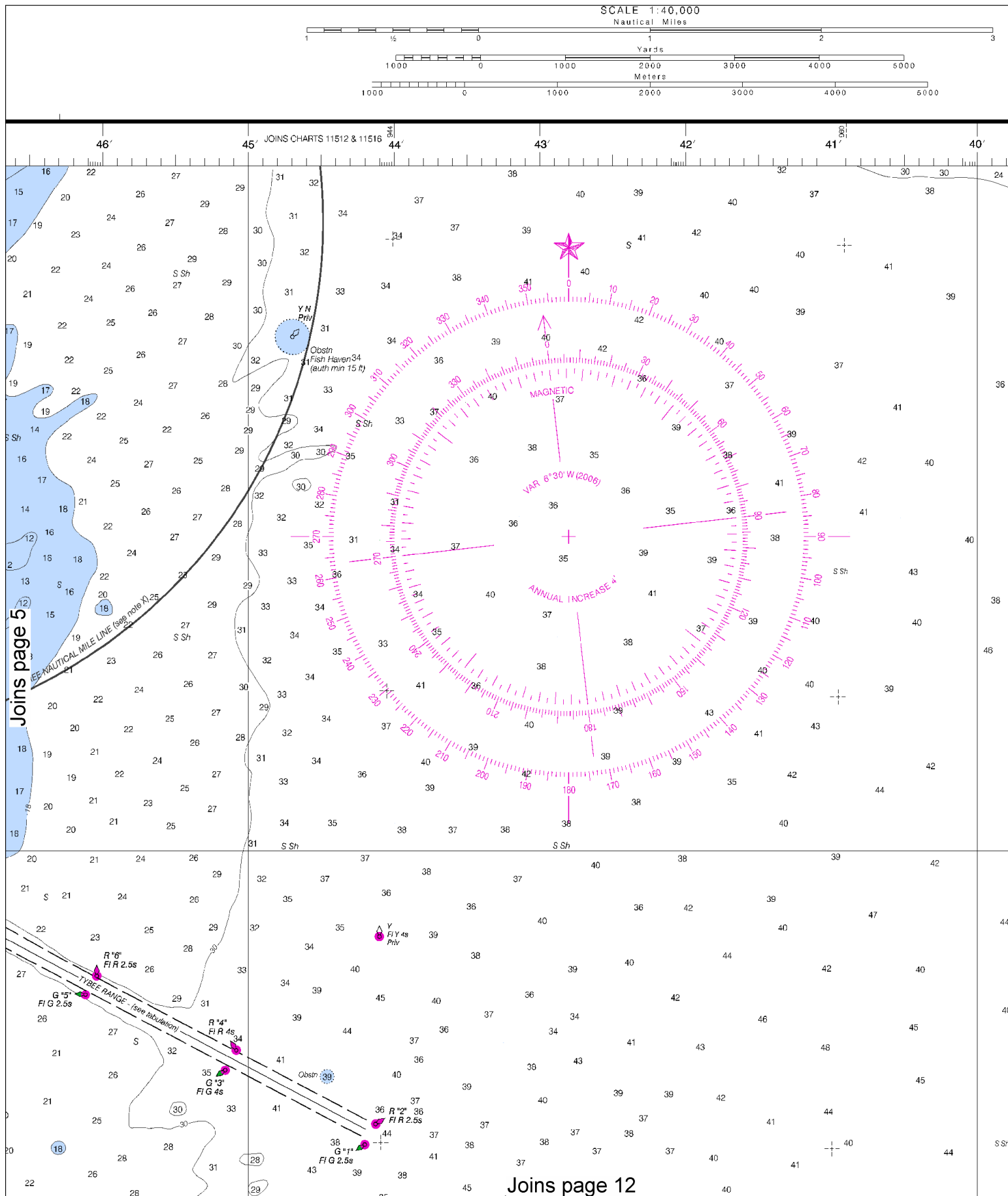
~~SCALE 1:40,000~~  
Nautical Miles

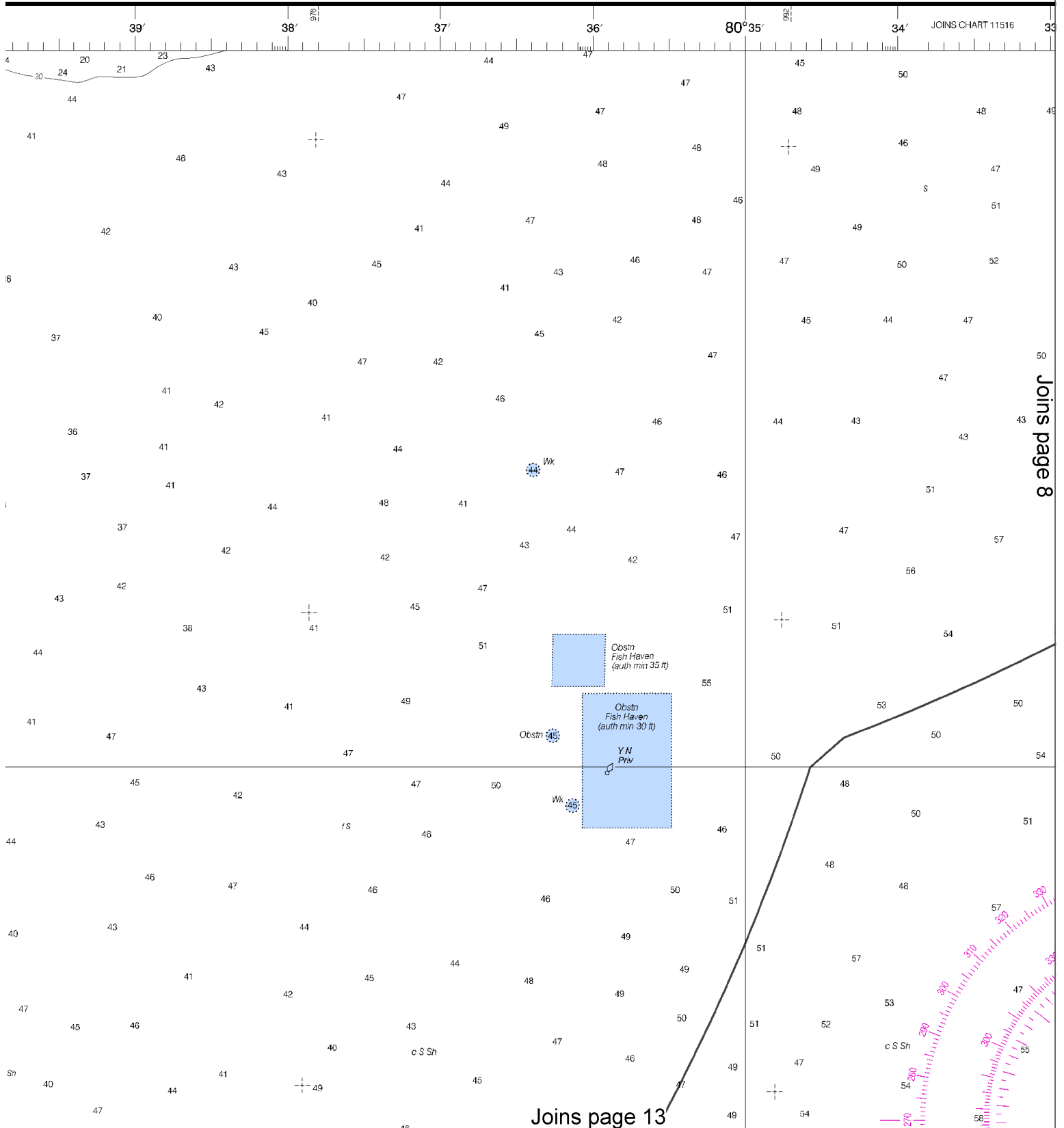
See Note on page 5.

4

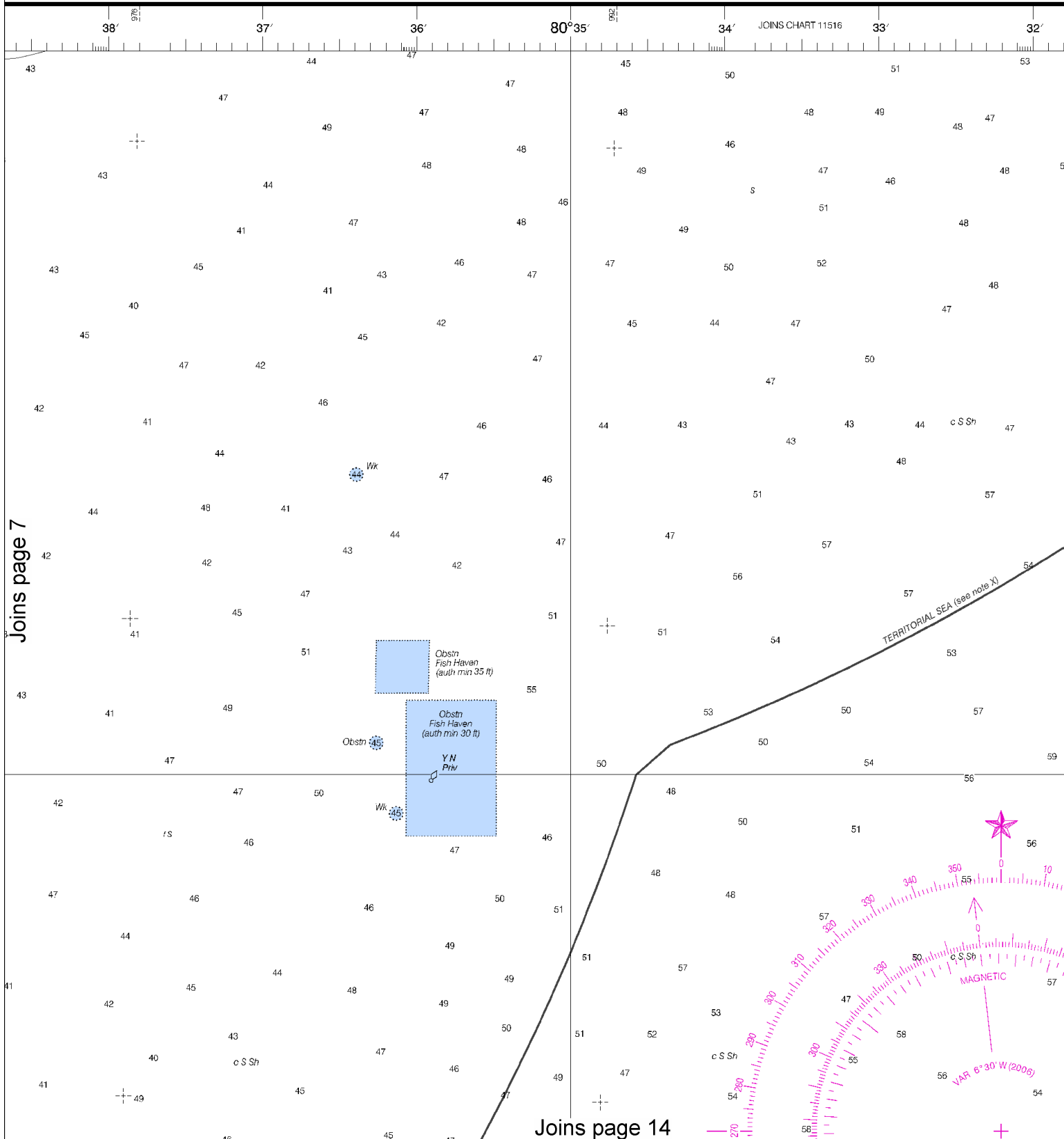


# 5



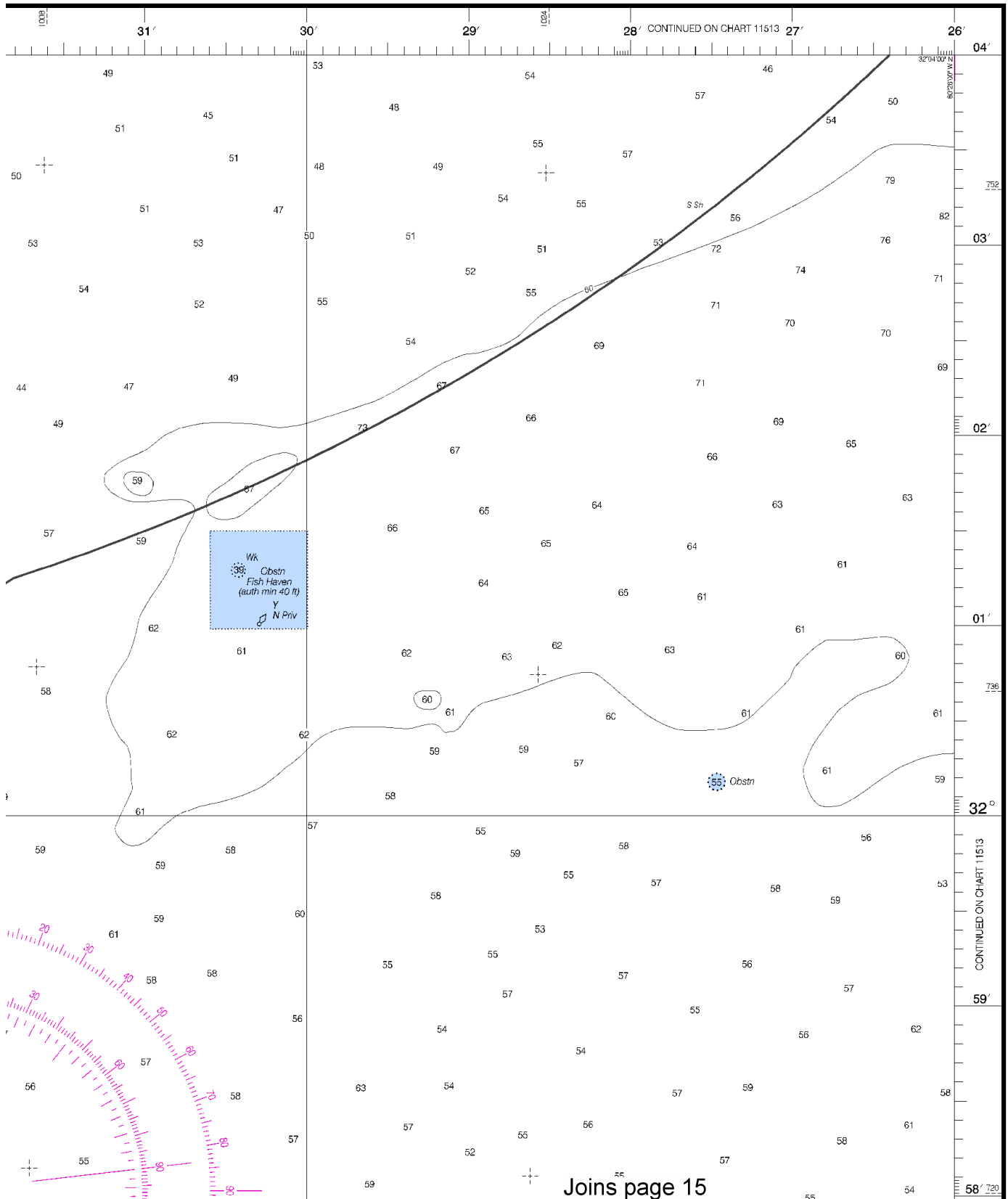


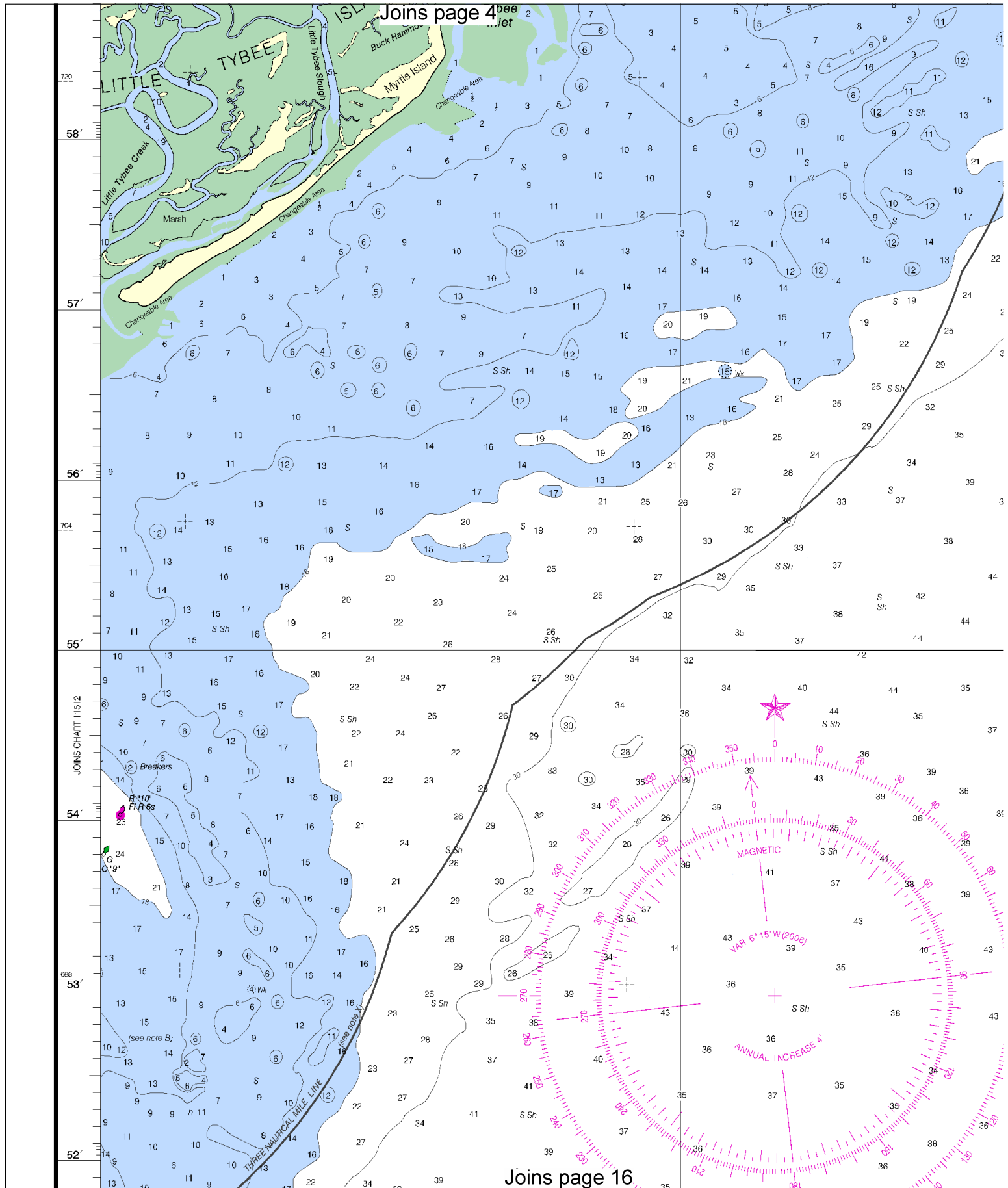
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: n/a .



See Note on page 5.



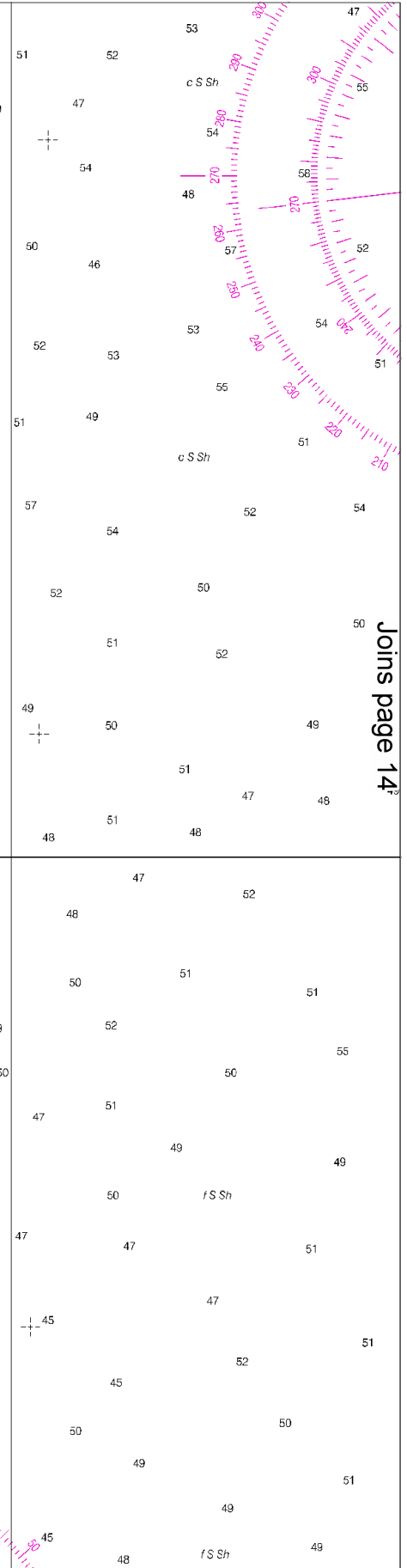
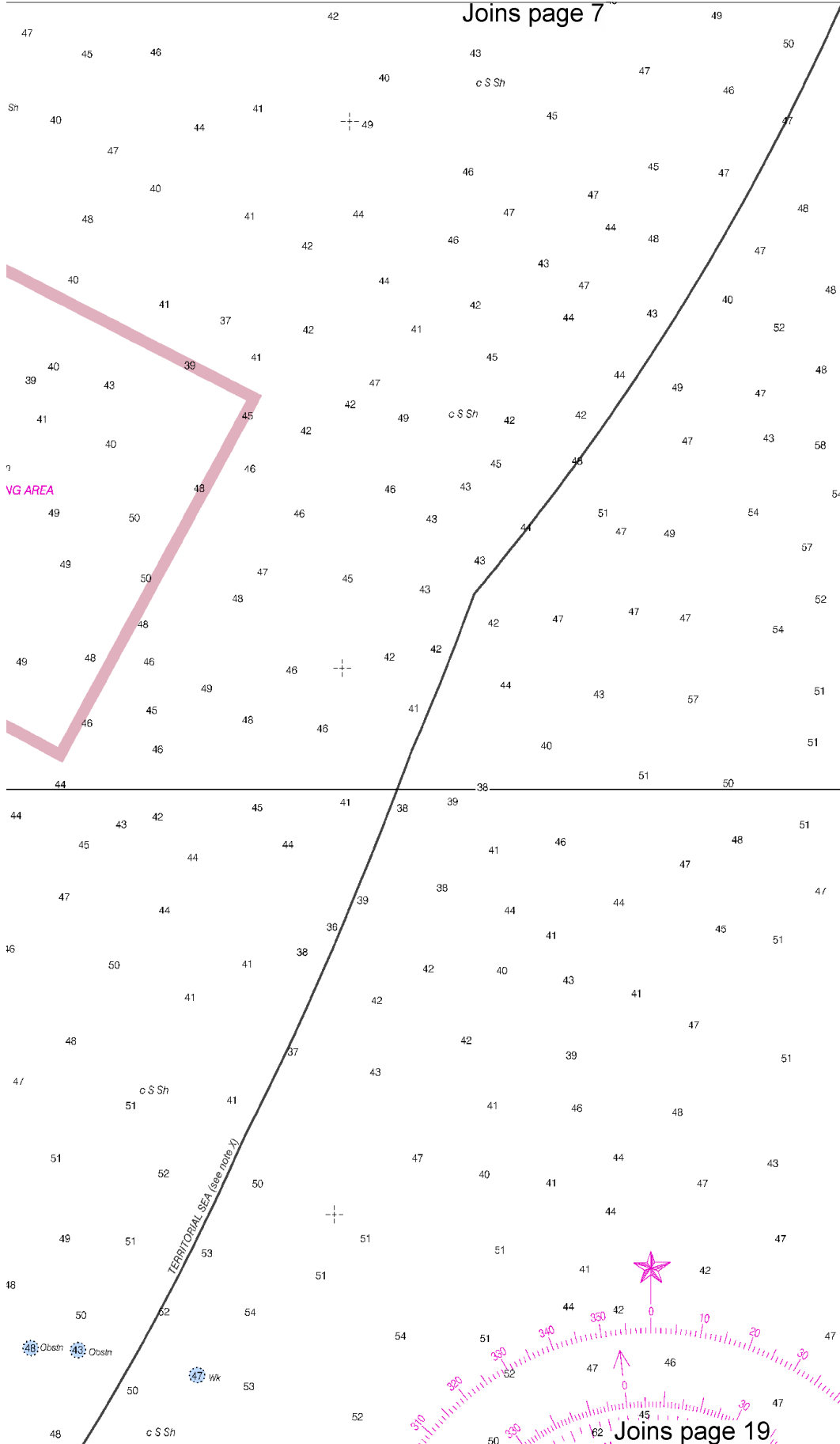












Joins page 8

Joins page 13

Joins page 20

14

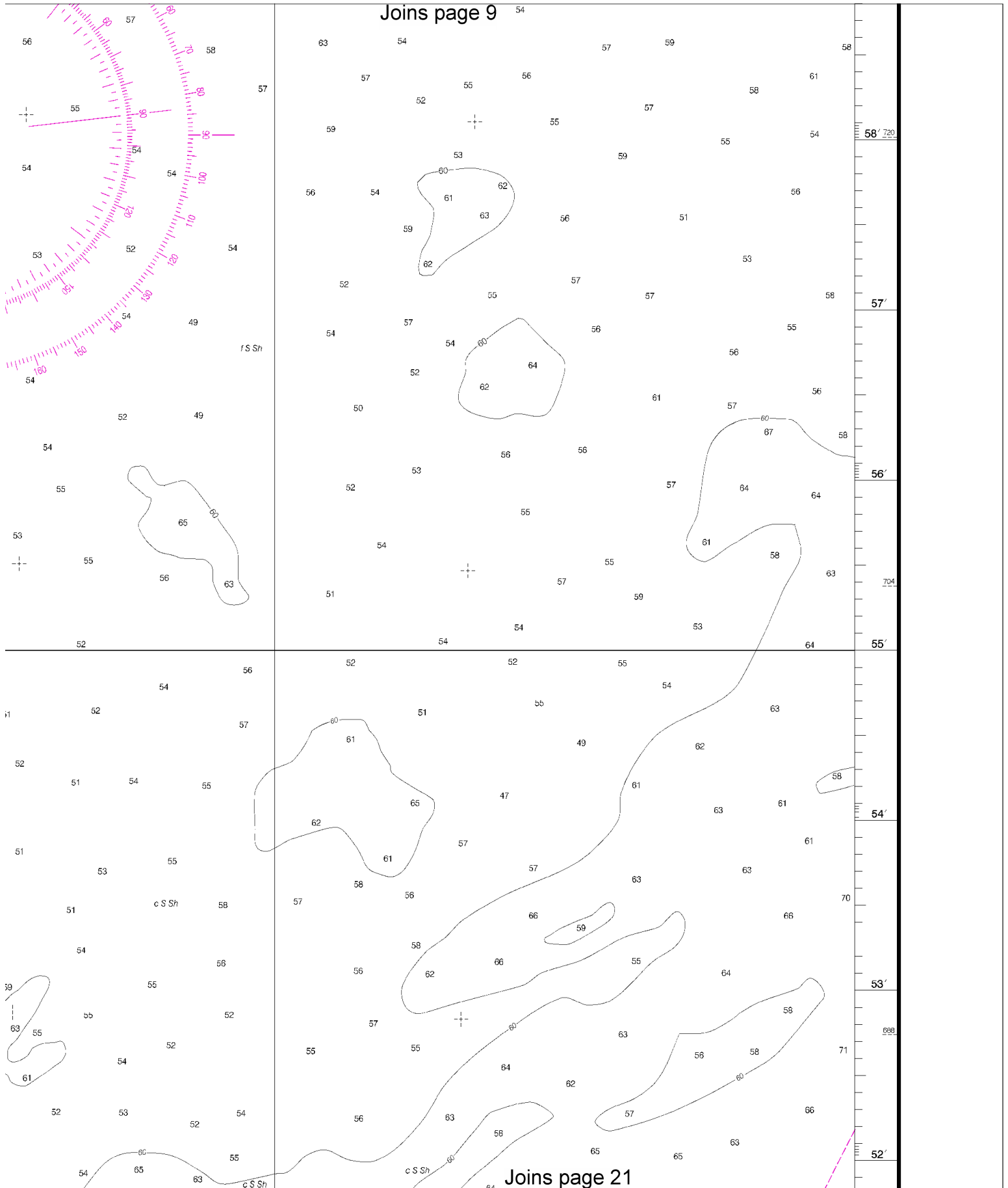


Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Joins page 10



UNITED STATES - EAST COAST  
SOUTH CAROLINA - GEORGIA

# SAVANNAH RIVER APPROACH

Mercator Projection  
Scale 1:40,000 at Lat. 32°00'

North American Datum of 1983  
(World Geodetic System of 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: ---

## TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Tybee Light	(32°02' N/80°51' W)	7.4	7.0	0.2	-4.0
Savannah River Entrance	(32°02' N/80°54' W)	7.5	7.1	0.2	-4.0
Tybee Creek Entrance	(31°59' N/80°51' W)	7.4	7.0	0.2	-4.0
Bloody Point	(32°05' N/80°53' W)	7.3	7.0	0.2	-4.5

(Feb 2004) Latest information available

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Savannah, GA. Refer to charted regulation section numbers.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.765' northward and 0.608' eastward to agree with this chart.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
○ (Accurate location) ○ (Approximate location)

## NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

Temporal navigation are Local Notice to

SUBMARIN  
Charted sub  
cables and sub  
are shown as:

Pipeline are

Additional u  
submarine cal  
this chart. Not  
marine cables  
those that we  
become exposi  
caution when  
water compare  
pipelines and  
anchoring, dr  
Covered we  
unlighted buoy

NOAA WEA  
The NOAA  
below provides  
The receptor  
nautical miles fr  
as much as 10  
high elevations

Savannah, GA

3rd Ed., Aug./06 ■ Corrected through NM Aug. 12/06  
Corrected through LNM Aug. 1/06

11505

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or improvements to this chart to the Chief, Marine Chart Division (NCS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

16



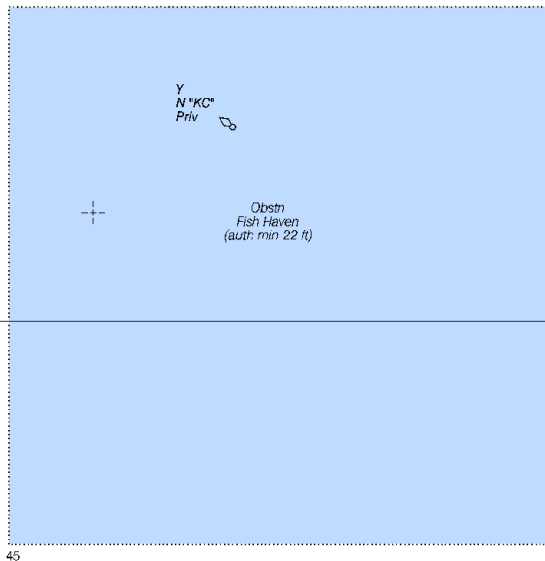
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







**CAUTION**  
any changes or defects in aids to navigation are not indicated on this chart. See notes to Mariners.

**CAUTION**  
THIN PIPELINES AND CABLES  
submarine pipelines and submarine cables may exist within the area of lot all submarine pipelines and submarine cables may exist, and when dragging, or trawling, wells may be marked by lighted or buoys.



if uncharted submarine pipelines and cables may exist within the area of lot all submarine pipelines and submarine cables may exist, and when dragging, or trawling, wells may be marked by lighted or buoys.

**FATHER RADIO BROADCASTS**  
A Weather Radio station listed as continuous weather broadcasts. on range is typically 20 to 40 miles from the antenna site, but can be 100 nautical miles for stations at sea.

A KEC-85 162.40 MHz

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**PLANE COORDINATE GRID**  
(based on NAD 1927)  
Georgia State Grid, east zone, is indicated by dashed ticks at 16,000 foot intervals.

**NOTE B**  
**CAUTION**  
The entrance to Wassaw Sound is subject to frequent change. Buoys 4, 6 and 8 are not charted as they are frequently shifted in position.

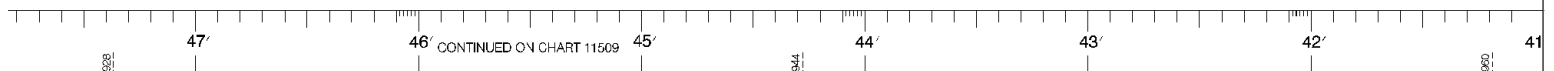
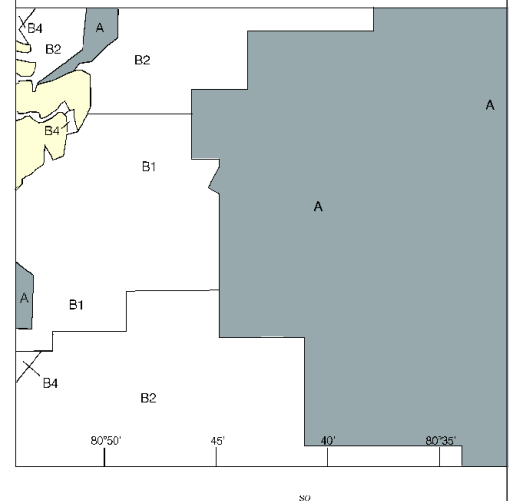
**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SAVANNAH RIVER CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN. 2010						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) LENGTH (MILES) DEPTH (FEET)
TYBEE RANGE	42.5	42.0	44.0	42.5	01-10	600 3.79 44
BLOODY POINT RANGE	41.0	42.5	42.5	41.0	01-10	600 3.41 44
JONES ISLAND RANGE	42.5	42.0	43.0	44.0	01-10	600 1.33 44
TYBEE KNOLL CUT RANGE	43.0	43.0	43.5	42.5	01-10	500 2.84 42
NOTE: AT MEAN HIGH WATER, DEPTHS ARE ABOUT 7 FEET GREATER AT LOWER END OF THE HARBOR AND 7.7 FEET GREATER AT UPPER END OF HARBOR.						
NOTE: FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 75 FEET INSIDE THE CHANNEL LIMITS.						
NOTE: CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						

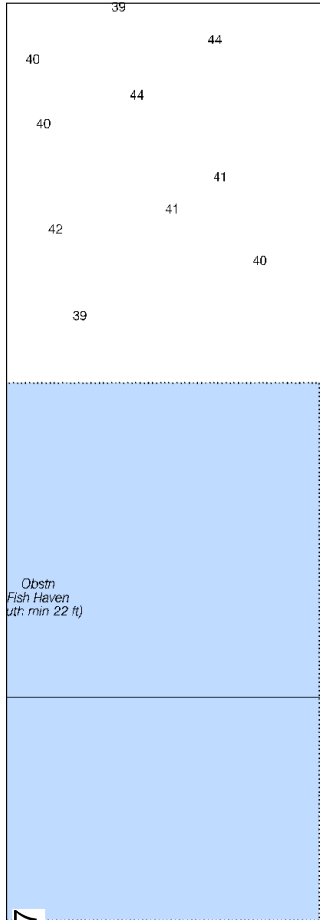
**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys are banded in this diagram by date and type of survey. Channels by the U.S. Army Corps of Engineers are periodically resurveyed but not shown on this diagram. Refer to Chapter 1, United States

#### SOURCE

A	1990 - 2005	NOS Surveys	full
B1	1990 - 1997	NOS Surveys	part
B2	1970 - 1989	NOS Surveys	part
B4	1900 - 1939	NOS Surveys	part



in. The National Oceanic and Atmospheric Administration comments for National Ocean



Joins page 17

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

PLANE COORDINATE GRID  
(based on NAD 1927)

Georgia State Grid, east zone, is indicated by dashed ticks at 16,000 foot intervals.

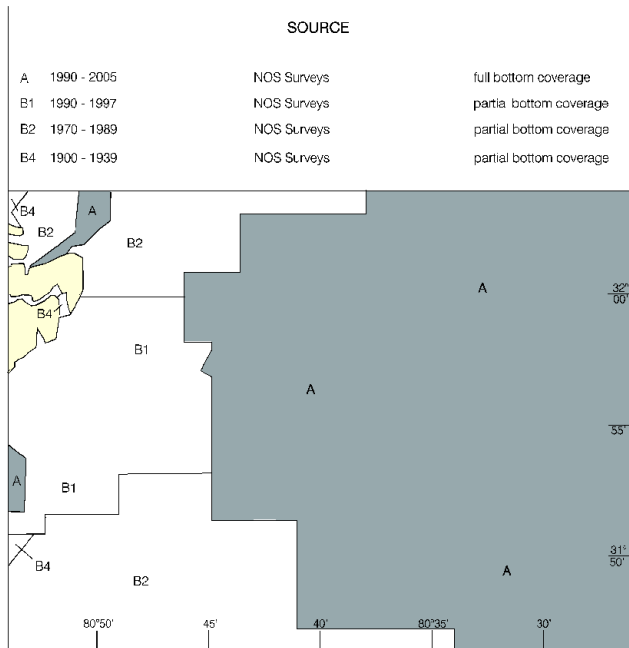
NOTE B  
CAUTION

The entrance to Wassaw Sound is subject to frequent change. Buoys 4, 6 and 8 are not charted as they are frequently shifted in position.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SAVANNAH RIVER CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2010						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MILLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) LENGTH (MILES) DEPTH MILLW (FEET)
TYBEE RANGE	42.5	42.0	44.0	42.5	01-10	600 3.79 44
BLOODY POINT RANGE	41.0	42.5	42.5	41.0	01-10	600 3.41 44
JONES ISLAND RANGE	42.5	42.0	43.0	44.0	01-10	600 1.33 44
TYBEE KNOLL CUT RANGE	43.0	43.0	43.5	42.5	01-10	500 2.84 42
NOTE: AT MEAN HIGH WATER, DEPTHS ARE ABOUT 7 FEET GREATER AT LOWER END OF THE HARBOR AND 7.7 FEET GREATER AT UPPER END OF HARBOR.						
NOTE: FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 75 FEET INSIDE THE CHANNEL LIMITS.						
NOTE- CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						

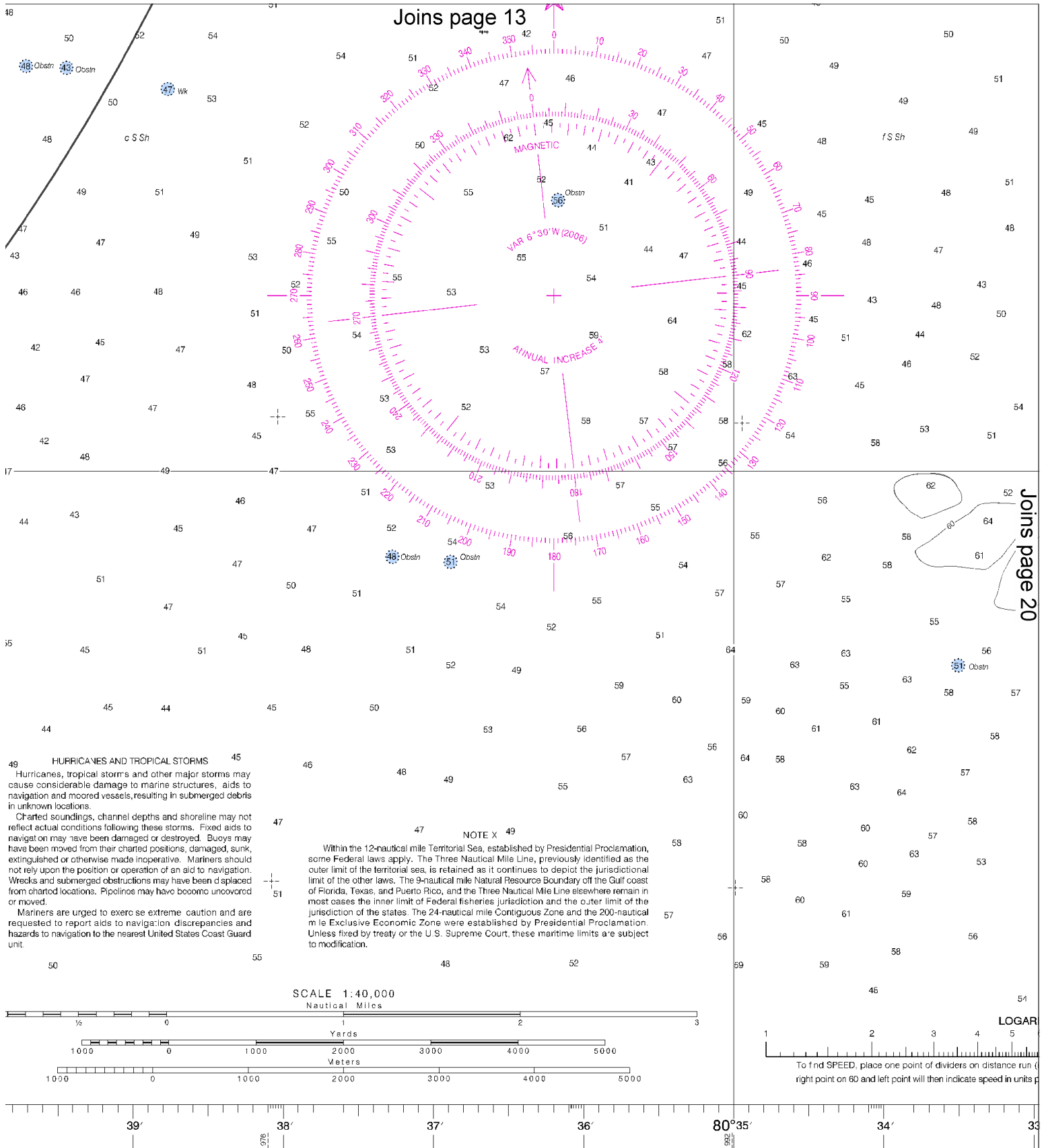


Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





ington, D.C.  
F COMMERCE  
PHERIC ADMINISTRATION  
J SERVICE  
VEY

SOUNDINGS IN

Joins page 14

Joins page 19

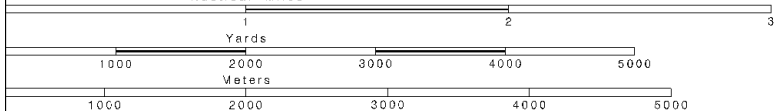
ORMS  
Major storms may  
structures, aids to  
submerged debris

shoreline may not  
ms. Fixed aids to  
pyed. Buoys may  
s, damaged, sunk,  
Mariners should  
aid to navigation.  
ve been d'splaced  
oomic uncovered

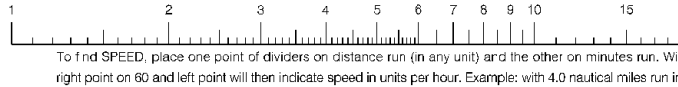
caution and are  
screpancies and  
ates Coast Guard

NOTE X  
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SCALE 1:40,000  
Nautical Miles



LOGARITHMIC SPEED SCALE



SOUNDINGS IN FEET

FATHOMS  
FEET  
METERS



Printed at reduced scale.

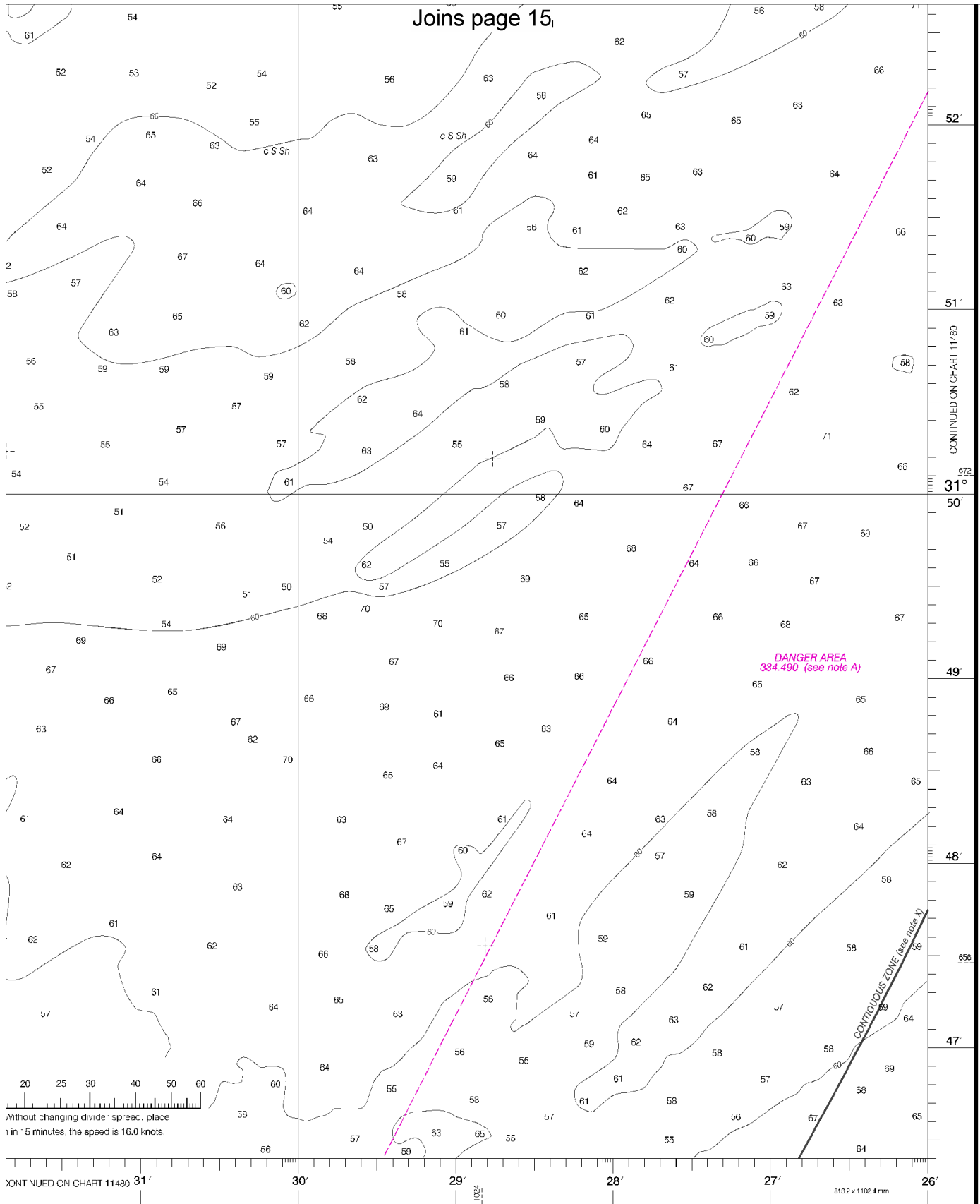
SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Joins page 15,



50100 3



NSN 7642014592253  
NGA REFERENCE NO. 11AHA11505

Savannah River Approach  
SOUNDINGS IN FEET - SCALE 1:40,000

11505

21

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Tybee** – 912-786-5440

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**SC Dept. of Natural Resources** – 800-922-5431

**GA Dept. of Natural Resources** – 800-241-4113

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).